

**THE
NEW SERIES II
LONG**

**LAND-
ROVER**





The Long Land-Rover

New power ! New looks ! New riding comfort !
New visibility ! These are the notable improvements
featured in the new Series II
Long Land-Rover.

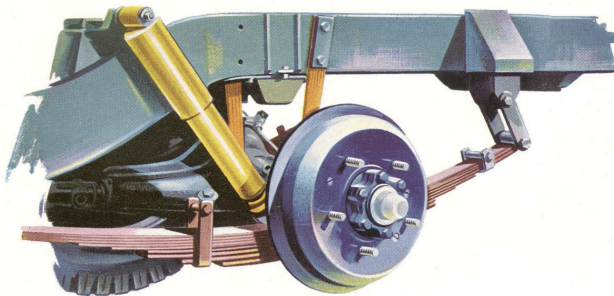
The added power is derived from a new
2½-litre overhead valve engine developing 77 b.h.p.
at 4,250 r.p.m. and a torque of 124 lb. ft. at
2,500 r.p.m., while the newly designed suspension
ensures smoother road travel and greater
stability in the 'rough'.

Observation-car visibility is afforded by the Series II
cab with its all-glass side, rear and rear quarter-windows.

But for unshakable strength, go-anywhere traction
and do-anything versatility this new model carries on
the tradition which for the last 10 years has made
Land-Rover the greatest name in 4-wheel drive vehicles.

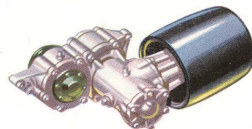
tough suspension

Rear suspension has been redesigned for Series II vehicles, with the springs now mounted on sturdy outrigger brackets to give greater overall stability. The springs themselves are of lower rate and, operating in conjunction with new shock absorbers, provide a well balanced ride for driver, passengers and load.

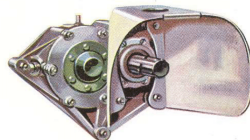


cab comfort

The standard cab provides completely weatherproof, dust and draught-free accommodation for three people. Deeper cushions on Series II vehicles give an added degree of riding comfort. An alternative, de-luxe cab is available as an optional extra, trimmed door casings and carpets being offered as additional refinements.



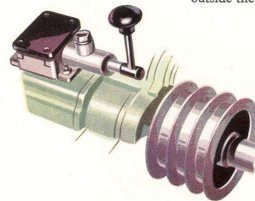
Rear power take-off pulley drive.



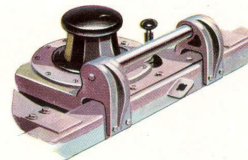
Rear power take-off drive section.
(Additional safety guards are normally fitted.)

power take-off

Land-Rover versatility is greatly enhanced by the provision of centre and rear power take-off points. The equipment, supplied at extra cost, can be used to drive stationary machinery and appliances towed behind the vehicle or mounted inside the body. A front-mounted capstan winch can also be fitted. Thus, there is virtually nothing outside the scope of the amazing Land-Rover.



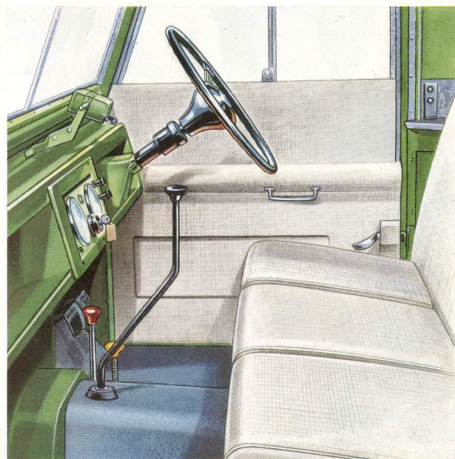
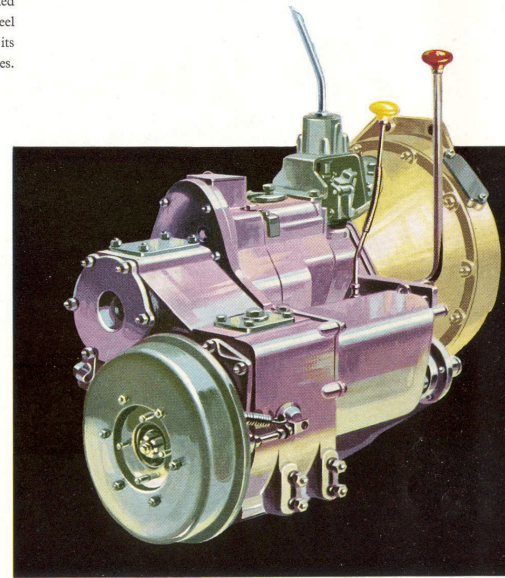
Centre power take-off pulley drive.



The front-mounted capstan winch.

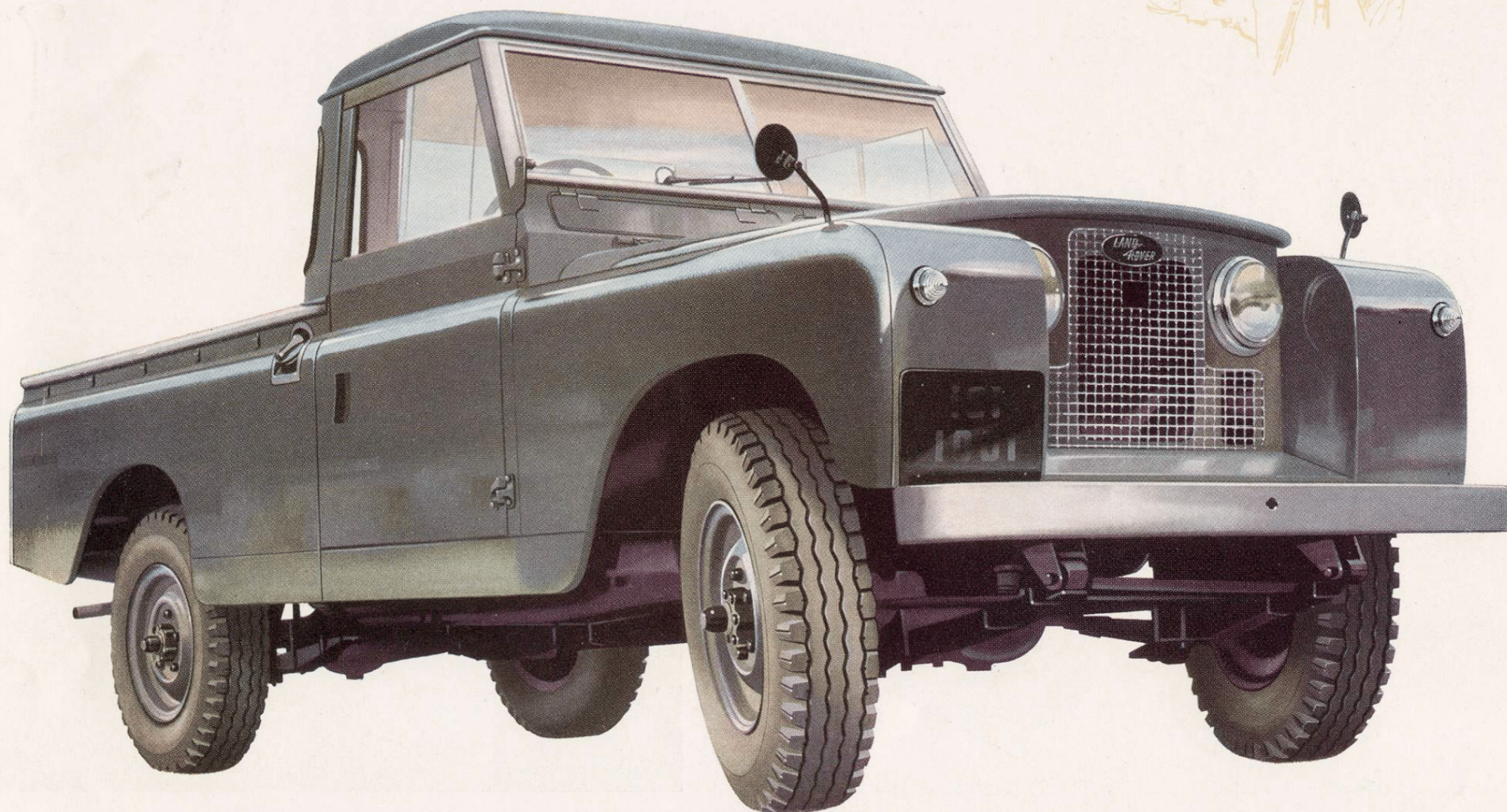
versatile transmission

The well-known, operationally-proved gearbox and transfer box unit is continued in Series II vehicles. The main gearbox has four forward speeds and one reverse with synchromesh on third and top. Additional ratios are provided by the transfer box so that in all, eight forward and two reverse speeds are available. Selected as necessary with the two- or four-wheel drive they give to the Land-Rover its remarkable go-anywhere qualities.





The Long Land-Rover in standard open form is shown here. Hood sticks and hood, all-over body and cab hood, and detachable hard-top can be supplied at extra cost.



LAND-
ROVER

SPECIFICATION

(See separate leaflets for details of other Land-Rover models)

PETROL ENGINE. Four cylinders. Overhead inlet and exhaust valves. Bore 90.47 mm. (3.562 in.), stroke 88.9 mm. (3.5 in.), capacity 2,286 c.c. (139.5 cu. in.). Maximum b.h.p. 77 at 4,250 r.p.m. Maximum torque 124 lb. ft. (17 mKg.) at 2,500 r.p.m. Compression ratio 7 to 1. Cylinders cast integral with crankcase. Detachable cast iron cylinder head carrying all valve gear. Forged steel 3-bearing crankshaft fully balanced and counterweighted. Copper-lead main and big-end bearings. Camshaft driven by double roller chain with special hydraulic tensioner. Pistons of low-expansion aluminium alloy. Two compression rings and one scraper ring fitted.

Fuel System. 10-gallon (45 litres) tank with external filler at side of body. Solex downdraught carburetter with oil bath type air cleaner and silencer and integral centrifugal pre-cleaner. Mechanical pump and sediment bowl with gauze filter.

Cooling system. By pump and fan, thermostatically controlled. Capacity 17½ pints (9.95 litres). Pressurised.

Lubrication. By pressure from gear-type pump forcing oil to all bearings, timing chain and valve rocker gear.

DIESEL ENGINE. 4 cylinders, bore 85.7 mm. (3.375 in.), stroke 88.9 mm. (3.5 in.), capacity 2,052 c.c. (125.2 cu. in.). Maximum b.h.p. 52 at 3,500 r.p.m. Maximum torque 87 lb. ft. (12 mKg.) at 2,000 r.p.m. Compression ratio 22.5:1. Wet cast iron cylinder liners. Detachable cast iron cylinder head carrying all valve gear and incorporating Ricardo Comet V. combustion chambers. Overhead valves operated by push rods. Copper-lead main and big-end bearings. Hydraulic timing chain tensioner. Roller type tappets. Tin-plated aluminium alloy pistons.

Fuel System. Mechanical fuel lift pump with sediment bowl and gauze filter. C.A.V. fuel filter (paper type). C.A.V. distributor type injection pump with mechanical governor. Pintaux type injection nozzles. Glow plugs for cold starting. Oil bath type air cleaner and silencer, and centrifugal pre-cleaner.

CLUTCH. Single dry plate, 9 in. (230 mm.) diameter, hydraulically operated by pendant pedal.

TRANSMISSION. Transmission to rear and front axle by open propeller shaft via two-speed transfer box.

GEARS. Four forward speeds and reverse. Two-speed transfer box in conjunction with main gearbox gives eight forward speeds and two reverse.

Ratios:	Transfer box	
	High ratio	Low ratio
Main Gearbox		
First gear	16-171	40-688
Second gear	11-026	27-742
Third gear	7-435	18-707
Top gear	5-396	13-578
Reverse gear	13-745	34-585

REAR AXLE. Fully floating spiral bevel type with ratio of 4.7 to 1.

FRONT AXLE. Fully floating spiral bevel type with ratio of 4.7 to 1. Drive to front wheels through totally enclosed universal joints.

BRAKES. Hydraulically operated foot brakes requiring light pressure on the pendant pedal. Two leading shoe brakes on front wheels. Mechanically actuated handbrake operates on transmission shaft to rear axle.

STEERING. Worm and nut with recirculating ball. Ratios 15.6 to 1 straight ahead 23.8 to 1 on full lock. Right- or left-hand steering available as required.

SUSPENSION. Semi-elliptic springs front and rear controlled by telescopic hydraulic shock absorbers. Rear springs mounted on outrigger brackets for extra stability.

CHASSIS. Welded fabricated box-section side- and cross-members giving great torsional and diagonal rigidity.

WHEELS. Detachable disc wheels with 7.50 x 16 tyres, optional treads available.

DRAW BAR PULL. 1,200 lb. to 2,000 lb. (550 to 900 kg.)

REAR POWER TAKE-OFF (at extra cost). Power transmitted through back of main gearbox to rear of chassis giving pulley or splined shaft drive for standing or towed machinery.

CENTRE POWER TAKE-OFF (at extra cost). Arranged to drive by V-belts portable equipment mounted in the body.

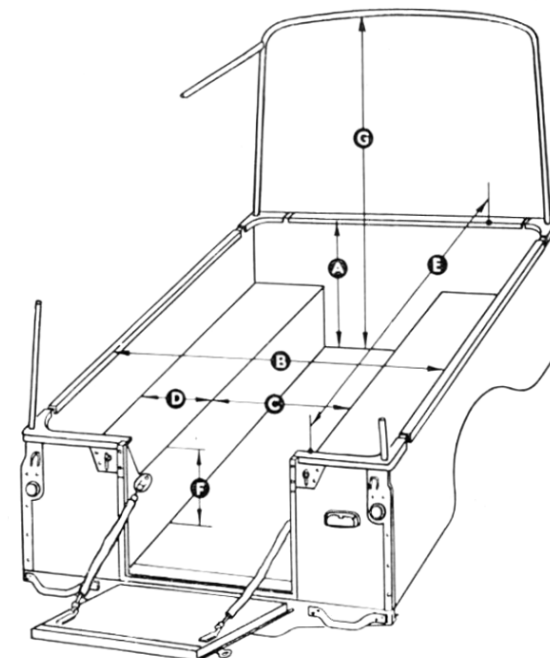
BODY. Of aluminium alloy which indefinitely resists rusting and corrosion. Exposed steel portions heavily galvanised. The vehicle is unaffected by the weather and can be left out of doors for long periods, without damage to the panels.

WEIGHT LIMIT—HOME MARKET ONLY

The total unladen weight of the Long Land-Rover should not exceed 3,360 lb. If this weight is exceeded the vehicle will be classified as a commercial vehicle and be subject to the appropriate rate of purchase tax. While the basic model is well within the stipulated limit the addition of extra equipment can produce overweighting.

Certain items of optional extra equipment are, however, not included in the weight for purchase tax purposes and may be fitted as required. They are: Rear pulley unit, centre pulley, chaff guard, universal joint covers, heavy duty pintle hook, engine speed governor, combined water thermometer and oil pressure gauge, centre power take-off, hand throttle control, towing equipment, lifting and towing rings, front capstan winch, oil cooler equipment, trailer socket plug and leads, rear power take-off.

The additional weight allowed for the fitting of all other optional extras is 200 lb. for the Long Land-Rover with petrol engine or 108 lb. for the diesel engine model. The items mainly concerned are: de-luxe trim 48½ lb.; heater 17½ lb.; hood 47 lb.; tropical roof to cab 13 lb.; rear seats 70 lb.; radio 17½ lb.; hard top 120 lb. If necessary an additional weight allowance of 30 lb. can be obtained by fitting 7.00 x 16 tyres.



OVERALL DIMENSIONS				ENGLISH	METRIC
Wheelbase	..	..	..	109 in.	2.77 m.
Track	..	..	..	51½ in.	1.31 m.
Ground Clearance	..	..	..	9½ in.	248 mm.
Turning Circle	..	..	..	45 ft.	13.72 m.
Overall Length	..	..	..	175 in.	4.44 m.
Overall Width	..	..	..	64 in.	1.63 m.
Overall Height (max.)	..	..	..	81 in.	2.06 m.
INTERNAL DIMENSIONS					
Height of body sides	..	..	A	19 in.	483 mm.
Body interior width between cappings	..	..	B	56½ in.	1.44 m.
Floor width between wheel boxes	..	..	C	36½ in.	921 mm.
Width of wheel boxes	..	..	D	13½ in.	349 mm.
Body interior length between cappings	..	..	E	72½ in.	1.85 m.
Height of wheelboxes	..	..	F	9 in.	229 mm.
Height, floor to roof (max.)	..	..	G	48 in.	1.22 m.
PAYLOADS					
On the road (7.00 × 16 tyres) ..				3 persons + 1500 lb. (680 kg.)	
On the road (7.50 × 16 tyres) ..				3 persons + 2000 lb. (900 kg.)	
In the rough (7.00 × 16 tyres) ..				3 persons + 1200 lb. (544 kg.)	
In the rough (7.50 × 16 tyres) ..				3 persons + 1800 lb. (816 kg.)	
WEIGHT				lb.	kg.
In standard trim with 5 gall. (22.5 litres) of petrol				3308	1500

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